



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.



THE NAVAL ARCH
ERECTED IN MADISON SQUARE

J. O'WARD
PRESIDENT

SEPTEMBER 30th 1899
BY THE NATIONAL SCULPTURE SOCIETY

CHARLES R. LAMB
ARCHITECT

(See opposite page)

TOWN AND COUNTRY EMBELLISHMENT

HONOR TO WHOM HONOR IS DUE BUILDERS OF THE DEWEY TRIUMPHAL ARCH, NEW YORK

(See opposite page)

IN our last issue, we put on record the artists who worked without pay to decorate New York City in order to receive honorably the British, French, Italian and Russian Commissioners and the names of all the artists who participated in that unselfish work.

Several persons have referred to the work done by The National Sculpture Society in the erection of the Dewey Arch at Madison Square, Manhattan, completed September 30th, 1899, in honor of the return of the Fleet from Manilla. The true facts about this achievement have never been fully told in any magazine of the arts. It has occurred to us to put on record the story of the erection of that Triumphal Arch, so far as we know the most beautiful combination of arch and colonnade ever erected.

When Admiral Dewey announced that he was coming home and would reach New York with his squadron there was a general feeling that he and his gallant soldiers and sailors should be properly received by the City of New York. The matter was discussed in the newspapers, but no one came forward with the idea that seemed adequate for the occasion. It happened that Mr. Charles R. Lamb, the ever public-spirited architect, who has thrown out *pro bono publico* many good suggestions for the improvement of the city, gathered together the members of the National Sculpture Society, then a very active body of men; the veteran sculptor J. Q. A. Ward, President of the Society, was in the chair.

The meeting was called at the Gonfarone Restaurant at MacDougal and Eighth streets and the sculptors voted to donate all models for statuary while Mr. Lamb agreed to give his labor and designs for the Arch and Colonnade without recompense. Mr. Ward, Mr. Lamb, and Mr. F. Wellington Ruckstuhl were appointed a committee of three to meet with the City Committee, prominent among whom were Mayor Robert van Wyck and Mr. Gugenheim, to listen to the plans.

They were so much impressed that they enlisted the interest of Mr. Nixon the naval engineer, the result being that a meeting was called on Mr. Nixon's yacht. In the cabin of his yacht the matter was discussed the Sculpture Society's committee laying plans before these city officials, and informing them how much money it would cost. The meeting ended by the committee receiving *carte blanche* to spend \$36,000 on the Arch and Colonnade at Fifth Avenue and Twenty-Third Street. The City Officials said: "Now, you folks go ahead and do not trouble us any more, as the money will be forthcoming!"

Mr. Lamb plunged into the composing of the design in detail, got out the working drawings in

record time and the committee made suggestions and decided to make a small wax model of the arch in the studio of the sculptor Ward. The committee was enlarged by the addition of Mr. Karl Bitter, sculptor, whose duty it was to superintend the enlargement of the small models of statuary that the sculptors were to donate, and of Mr. Barr Ferree, who was to have charge of the difficult matter of finding suitable inscriptions for the arch, also of John de Witt Warner, lawyer, who was to have charge of any legal matter that might occur—all these being at that time members of the Sculpture Society.

With characteristic energy Mr. Ward plunged into the making of the small model in which he was assisted by the counsel of the rest of the committee. The statues and groups of statuary having been decided upon, the committee allotted these various subjects to the following sculptors:

MAIN GROUPS ON FRONT OF ARCH

The crowning group on top of the arch symbolizing "Victory Upon the Sea" was allotted to J. Q. A. Ward and the rest of the subjects as follows:

"To Arms" Philip Martiny
 "The Combat" Karl Bitter
 "The Triumphal Return" Charles H. Niehaus
 "Peace" Daniel C. French

STATUES ON THE ATTIC OF THE ARCH

"Commodore Decatur" George T. Brewster
 "Commodore Paul Jones" Edward C. Potter
 "Commodore MacDonough" Thomas S. Clarke
 "Commodore Hull" H. B. Bush-Brown
 "Commodore Perry" J. Scott Hartley
 "Lieutenant Cushing" H. A. Lukeman
 "Admiral Porter" John J. Boyle
 "Admiral Farragut" W. Ordway Partridge

MEDALLIONS ON THE ARCH

"Captain Lawrence" Henry Baerer
 "Commodore Preble" C. F. Hamann
 "Admiral Foote" Frederick Moynihan
 "Admiral Worden" Frederick Moynihan
 "Commodore Bainbridge" Ralph Goddard
 "Admiral Dahlgren" Caspar Buberl
 "Commodore Barry" F. W. Kaldenberg
 "Admiral Davis" F. W. Kaldenberg

BAS RELIEFS ON THE SIDES OF THE ARCH

"Progress of Civilization" Johannes Gelert
 "Protection of Our Country" William Couper

SPANDRELS OF THE ARCH

"Atlantic Ocean" Isidore Konti
 "Pacific Ocean" R. Hinton Perry
 "American Eagle" (over Arch
 Keystone) Frank Packer

FOR THE COLUMNS OF THE COLONNADE

"Victory" Herbert Adams

There were also four important groups on the ends of the four colonnades:—

"The Navy"	Geo. E. Bissell
"The Army"	F. Wellington Ruckstuhl
"East Indies"	Charles A. Lopez
"West Indies"	Isidore Konti

As soon as these models were finished they were assembled in the basement of the Madison Square Garden where they were enlarged to a colossal size in plaster and staff under the direction of Karl Bitter.

To Mr. Lamb as Architect, and to Mr. Ruckstuhl as Secretary of the Committee was given the task of coördinating the whole work. As co-managers they had to obtain from the Aldermen permission to get bids quickly for material without previously advertising for them—as the law demanded; arrange that the money was obtained and the men paid; that the material was furnished the workmen! also take care of the newspapers by giving

them photographs and information and provide that the various sub-committees did their work on time—not to speak of such little matters as calling off a strike of the Plasterers' Union at a time when three hours meant either success of the project or disgrace to all concerned.

All this cost the committees six weeks of intense labor for which they never asked or received a cent of pay, but on the contrary paid money out of their pockets to help the work along. Nor did any of the rest of the sculptors receive any pay.

Never did a body of men work with more eagerness, disinterestedness and patriotic fervor to serve their city and country than on this occasion! The result was the most rapidly executed piece of public decoration in the history of the country, and the most beautiful arch and colonnade, we repeat, ever erected any where, so far as we know.

Verily the city of New York owes the National Sculpture Society and its members a large debt of gratitude!

WHAT HAS BEEN ACCOMPLISHED IN CITY PLANNING DURING THE YEAR 1916

Address delivered at the Annual Convention of the National Municipal League

BY GEORGE B. FORD

THE past year was one of tremendous significance to the cause of city planning. Of the fifty-odd cities of over one-hundred thousand population in the United States twenty-two have made a distinct and notable contribution in the past year to the rapidly increasing volume of city planning history and achievement. Of the cities of from 25,000 to 100,000 population, which number about two hundred, twenty-nine may be counted on the roll of those that have made important and constructive advances in city planning during the same period. A large number of cities and towns of lesser size have to their credit accomplishments which, in the mass, are not of the least importance.

In Canada, despite the preoccupation of the people of the cities with the war, Thomas Adams, Town Planning Adviser of the Committee of Conservation, reports a widespread interest and activity there, both in the formulation and passage of laws and in organization for constructive work. In Europe, and particularly in France and England, which countries I have had the good fortune to visit in the course of the past three months, city planning is not only alive—it is making enormous strides, as evidenced in the work which I saw under way in Paris, Marseilles, Lyons, Limôges, Rheims and in London, not to mention numerous lesser places. In India even, where one would be led to expect but little, British enthusiasm for city planning has roused the great and congested cities such as Madras, Bombay and Calcutta to a realization of their city planning needs, and we are regularly in receipt of reports of progress being made there—progress which indeed would put many of our proud American cities to shame. The city planning movement has never enjoyed a more hopeful, indeed more constructive, year than that just past!

It is peculiarly significant—and pregnant with a lesson of the utmost importance—that in the United States nearly forty-five per cent. of the cities of over 100,000 have taken great forward steps in town planning in the past year—as against fifteen per cent., less than one-sixth of the cities of lesser size (25,000 to 100,000 population) which show progress. Although it may be said that the larger cities contain a proportionately larger number of persons capable of appreciating and participating in a city planning movement, I believe the conclusion may be safely drawn that the larger cities are finding the handicap of haphazard and uncontrolled city development intolerable, and are being forced to undertake scientific planning, at great expense in many cases, out of sheer self-preservation, and to retrieve the losses, economic and social, which the piled up neglect of past years has brought about. For the lesser cities the lesson of the larger cities is assuming increasing significance. The cities of from 25,000 to 100,000 inhabitants have begun to realize—at least one-sixth of them have done so in the past year—that the way to avoid the costly reconstruction, the losses to industry and trade—the social ills and hygienic hardships which follow in the wake of uncontrolled city growth—is to take a firm stand now, as against the day of expansion of trade, of extension of boundaries, of increase of population.

If we scan the record of accomplishments in city planning for the past year, one item in the hundreds that would bear report and analysis here if time permitted stands out most strikingly. It is New York City's contribution: the districting or zoning ordinance passed by the Board of Estimate and Apportionment in July last. Not since the inauguration of the movement for conscious city planning, back in 1893, has a page of city planning history been